

SPEAKING POINTS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
Bay Area to Central Valley EIR/EIS

- Thank you for the opportunity to speak here today.
- The Santa Clara Valley Transportation Authority strongly supports the concept of a high-speed rail line connecting Northern and Southern California as a way to relieve highway and air traffic congestion between the Bay Area and Southern California.
- VTA also believes that a Pacheco Pass alignment makes the most sense as the entry point for the high-speed rail trains into the Bay Area.
- In 2005, the California High-Speed Rail Authority's Draft Statewide Program EIR/EIS concluded that Pacheco Pass was the better alignment because:
 - a. It provides better frequency of service to the critical Silicon Valley job market—a primary economic engine for both California and the United States as a whole.
 - b. It more effectively and efficiently meets current and future intercity travel demand, making it a better fit for high-speed rail's basic project objectives.
 - c. It does not require a new San Francisco Bay crossing, which would pose considerable environmental challenges, be more costly and could result in project schedule delays.
- We believe the information presented in the Authority's Draft Bay Area to Central Valley High-Speed Train Program EIR/EIS does not change these conclusions.

PHG002-1

PHG002-2

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| <ul style="list-style-type: none"> • The Pacheco Pass alignment would provide faster, more direct, and more frequent service to the three largest urban centers in the Bay Area—San Jose, San Francisco and Oakland. | PHG002-2 |
| <ul style="list-style-type: none"> • To demonstrate the need for direct high-speed rail service to San Jose—the tenth largest city in the nation and the largest in the Bay Area—consider that the Authority’s Draft Statewide Program EIR/EIS estimates that by 2010, the Mineta San Jose International Airport will have more flights serving the Bay Area-to-Southern California market than the Oakland and San Francisco airports combined. | PHG002-3 |
| <ul style="list-style-type: none"> • As one of the partner agencies in the Caltrain Commuter Rail Service, VTA believes a Pacheco Pass alignment is more consistent with Caltrain’s corridor-wide long-range plans. | PHG002-4 |
| <ul style="list-style-type: none"> • Finally, air traffic between the Bay Area and Southern California will continue to grow in the future. But all three major airports in the Bay Area are severely constrained in terms of their ability to expand. The Bay Area-Southern California air traffic corridor is already one of the busiest in the nation. It will only get worse. • Therefore, the primary purpose of high-speed rail must be to provide a competitive long-distance transit alternative between Northern and Southern California. And the Pacheco Pass alignment is the best alternative for achieving that purpose. | PHG002-5 |
| <ul style="list-style-type: none"> • Thank you for your consideration of our comments. | |